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[a351]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 84. Telephone No. 12.BIRTHS.
On January 2nd, at 6a, Hongkong Road, Shanghai, the wife of F. HAYLEY BELL, Chinese Customs, of a daughter. [25]HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC*The Daily Press.*

HONGKONG, FEBRUARY 2ND, 1911.

The telegrams we published yesterday morning—one from London, the other from Peking—announcing that the visit of H.I.H. the Crown Prince of Germany to the Far East is abandoned and that His Imperial Highness will return to Germany from Calcutta, will cause keen disappointment in all the countries His Imperial Highness had intended to visit, for in many places arrangements for the entertainment of the Imperial visitor were well advanced. According to the programme, His Imperial Highness was to leave Calcutta in the middle of the present month on board H.G.M.S. *Gneisenau* for Singapore, thence proceeding, after a stay of three days, to Bangkok. After spending a week in Siam, the Prince intended to proceed to Java; remain there a week and then come on to Hongkong in the middle of March, spending five days here, including a visit to Canton. From Hongkong His Imperial Highness purposed going to Shanghai, and thence to Kiao-chow. By the middle of April, according to the programme, he was to be in Peking, stay in the Chinese capital ten days, proceed thence to Japan to stay two weeks, and then return to Berlin by the Siberian railway, reaching

home about the middle of May. By the advice of the Chancellor, His Imperial Highness has been obliged to abandon—or perhaps we should say postpone—a most interesting trip almost at the very commencement of it. Great as the disappointment will be in the several ports and capitals that the Prince intended to visit, it can well be imagined that no one can regret the circumstance more keenly than himself. We can only hope that the duration of the terrible epidemic of plague in the North will not be as long as the decision taken at Berlin anticipates. It is satisfactory at the beginning of the Chinese New Year, when thousands of people are moving from place to place, to learn from the telegrams that more favourable reports are reaching Peking from everywhere. It is however too much to hope that the scourge can be completely eradicated in the space of two or three months and when we bear in mind that wherever the Prince travelled crowds would be sure to collect, we cannot question the wisdom of the decision to abandon the tour; for we can all realise how great would be the danger of contagion should a few plague-stricken people happen to be among the crowds, and how grave would be the anxiety of the noble army of self-sacrificing men who are risking their lives in the effort to check and exterminate one of the most terrible scourges which afflict the human race.

The British Consul-General's Report on the Trade and Commerce of the Philippine Islands for the year 1909 makes a belated appearance, having only just been received, but it is a report of special interest inasmuch as it shows the immediate influence of the "Payne-Aldrich" Act upon the trade of the islands. This Act provides for the admission into the Philippines duty-free of all goods (except rice) which are the growth, product or manufacture of the United States, provided that they are shipped direct in one bottom, and similarly, under certain restrictions, all goods (except rice) the growth, product or manufacture of the Philippines are admitted free of duty into the United States. This Act was in force during the last five months of the year 1909, and the British Consul-General reports that it has naturally had a great effect in stimulating the trade between the two countries. For the last three months of the year both in imports and exports the increase was over 90 per cent. compared with the returns for the corresponding three months of 1908. The result has been that the United Kingdom has ceased to hold the leading position either in imports or exports. In the import returns the United Kingdom is shown to have sent £200,000 worth less than the United States, while in the case of exports, the United States took £3,000,000 worth as against rather more than £1,000,000 worth sent to the United Kingdom. Decreases in the British imports were experienced in cotton cloths, yarn and damasks, bar iron, rails, condensed milk, and copper and copper manufactures. Increases are shown in bread and biscuit, tulles and laces, wearing apparel, India rubber and manufactures, iron sheets, linseed oil, paints, silk, velvet and plushes, soap, and malt liquors (mostly stout). In exports a considerable decline in the trade with the United Kingdom was experienced in hemp, also in cigars, while sugar and coconut oil have disappeared altogether. Copra and Magway, however, show increases. While imports from Hongkong show a slight increase, exports show a decrease as compared with 1908 of £77,712, due principally to the prohibition of transhipment under free trade with the United States. This decrease was almost entirely due to the lessened sale of cigars. Germany's trade showed an improvement due to an increase of 87 per cent. in exports (notably copra). The trade of France showed improvement both in imports and exports; so also did the Spanish trade. Imports from the Chinese Empire (cotton knit fabrics, eggs and lard) showed an increase in value of £103,107. Exports to China remained stationary. Imports from Japan showed an increase of £28,427 in cotton cloths, and (owing to the coal strike in Australia) of £8,632 in coal, while in cotton yarn and thread the decrease amounted to 50 per cent. Imports from Switzerland, which consist mainly of cotton cloths and cotton yarn and thread, fell off to the extent of £31,177 in value. Some interesting observations are made in the Report on the agricultural resources of the islands. The United States Tariff Act, Mr. Phipps says, has undoubtedly done much to stimulate the cultivation of sugar, cocoanuts, tobacco, &c., though it cannot be said that generally agricultural conditions in these islands are very satisfactory." The Consul quotes the Governor-General as saying that the great

obstacles in the way of agricultural progress have been "rinderpest, locusts, roads and titles." Mr. Phipps adds that a further difficulty is the scarcity and unreliability of native labour. "This is, indeed," he says, "probably the greatest obstacle in the way of larger investments of American and other capital in agricultural enterprises. A large company in the Island of Mindoro complains that while it requires labourers by the thousand it can only obtain a few hundred." He mentions that the re-admission of Chinese has been strongly urged in many influential quarters, but concludes that the strong feeling in United States against this being done would effectually prevent Congress from sanctioning any such measure. The Consul-General, however, expresses the opinion that unless a proper supply of labour is forthcoming, comparatively little can be done to develop the vast resources of the islands. This opinion is, we know, very widely shared by American residents in the islands. There can be no doubt that there are great possibilities of development in many directions in the Philippines if only ample and efficient labour be available. Considerable attention has been paid of late to the cultivation of rubber in the islands, with very satisfactory results. Much attention has also been given by the Bureau of Agriculture to investigations with the object of reviving the sericultural industry in the islands, and the Report tells us that the experiments made have been attended with considerable success. Mr. Phipps mentions that there is in the islands a large demand for raw silk, which is supplied at present principally from China, for the manufacture of "jut" cloth and other native fabrics. It is evidently thought that there are great possibilities for this industry in the islands. As most readers are aware, the United States is a heavy buyer of raw silk from China and Japan, and if this valuable industry could be developed to the extent which the Bureau of Agriculture thinks possible, the Philippines might become a serious competitor not only in the United States market but in that of France also. Mining enterprise, notably in gold, coal and oil, also appears very promising. One cannot but be impressed with the rich potentialities of the islands which the investigations and experiments of recent years have revealed. Every new enterprise on a big scale, however, means a new demand on the limited supply of efficient labour in the islands, and it becomes increasingly evident that so long as the Government of the United States adheres to its policy of excluding Chinese or other foreign labour from the islands, the development of all this potential wealth must be comparatively slow. The trade returns for 1909 appear to be highest on record, and everything points to their steady if slow increase.

We are requested to state that Lady Lagard will be At Home as usual on Fridays during February.

Messrs. H. Robitsek and Reis announce the transfer of their business to Messrs. Burne and Reis.

It is notified in our advertisement columns that the Hongkong Agency of the Toyo Kisen Kaihatsu's San Francisco line was taken over on the 27th ult. by Mr. K. Matsuda.

Mr. G. A. Woodcock, first clerk at the Magistracy and secretary to the Licensing Board, leaves for Home on the 14th inst. on eight months' leave.

At the Magistracy yesterday Mr. Woodcock sentenced a native to three months' imprisonment with hard labour for stealing clothing and other articles to the value of \$4 from a matched behind the Yaumati School.

During last week five cases of small-pox (all Chinese) were notified in the Colony. All occurred in the city of Victoria, and four of the cases proved fatal. There were two British cases of diphtheria, and one Chinese and one British case of enteric fever.

We understand that the piece of Crown lead above Victoria Battery which is advertised for sale is being put up by Messrs. Denison, Ram & Gibbs, on behalf of the London Missionary Society, and is to be utilised for the purposes of a hostel in connection with the University.

The Committee on Navigation of the Philippines Assembly has introduced a Bill as a substitute for three others introduced providing for the establishment of a nautical school in the Philippines. The new school is to be under the direction of the director of navigation.

Baron Abo, who has been commander of the Japanese cruiser *Akitsushima*, handed over yesterday to Captain Kataoka, who arrived from Japan via Formosa. Baron Abo has been appointed to the staff of the Commander-in-Chief of the squadron which accompanies H.I.H. Prince Fusimi, who will represent the Emperor of Japan at the Coronation of King George.

A Chinese who snatched \$38 from a compatriot in Queen's Road Central on Tuesday was charged before Mr. Halifax at the Magistracy yesterday, found guilty, and sentenced to twelve months' imprisonment and six hours' stocks.

The second officer of the steamer *Norwegian* was charged before Mr. Halifax at the Magistracy yesterday with assaulting the motor man of a tramcar, and with refusing to pay his fare. On the first charge he was fined \$20, and on the second he was discharged.

The return of visitors to the City-Hall Library and Museum for the week ending the 29th January shows that of non-Chinese there were 316 to the Library and 199 to the Museum, and of Chinese 122 to the former and 2,346 to the latter. The Library was, therefore, used by 436 persons and the Museum by 3,045.

Mr. Ivan Chen, after ten years' service in the Chinese Legation, London, left on January 5th for the Foreign Office in Peking. Accompanied by Mme. Chen and the members of his family, he travelled from Fenchurch-street by the 20 minutes past 4 boat train to the Royal Albert Dock, and embarked in the steamship *Hirano Maru* for China. At the station to see him off were the Chinese Minister, Miss Lai (daughter), Sir John McLeavy Brown, Mr. Chih Kwei, Mr. Y. H. Tsui, Mr. Low Yu Chin-De Morrison, the personnel of the Legation, the Chinese Consul-General, and a number of Chinese students and friends.

HONGKONG LICENSING BOARD.

A meeting of the Licensing Board was held yesterday afternoon at the Colonial Secretary's Office to consider an application from Jesse Rees Lee for a publican's licence in respect of the premises Nos. 11 and 13, Nathan Road, Kowloon, under the sign of "The Station Hotel." The Hon. Mr. W. Brewin, Registrar-General, presided, and the others present were Hon. Mr. E. Osborne, Hon. Mr. Messer, Messrs. Murray Stewart, Shelton Hooper, T. F. Hough, A. Mackenzie and R. H. Craig, with Mr. G. A. Woodcock, secretary.

The Chairman read the notice stating that H. E. the Governor has been pleased to appoint him temporarily as chairman of the Board.

The police report having been read, the applicant was called in and questioned.

Mr. Hooper—Did we not grant the licence for these premises to somebody else a little time ago?

Applicant—The person died.

Mr. Hooper—Therefore this application is for a transfer to you?

Applicant—But he did not take it up?

Mr. Hooper—It was never taken up?

Applicant—The house was not ready.

Mr. Hooper—Have you held a licence before?

Applicant—No.

Mr. Hooper—When will the house be ready?

Applicant—March 1st.

Mr. Hough—This is granting a licence to previously unlicensed premises?

The Chairman—Yes.

Mr. Stewart—The premises are already licensed but to another man.

Mr. Hough—But the licensee has never been used.

The Secretary—The business has never been commenced.

The Chairman—Really what we are considering is the fitness of the applicant.

The Board considered its decision *in camera* and agreed to grant the application.

ALLEGED THEFT ON A FRENCH STEAMER.

While the French steamer *Touareg* was on a voyage from Kwangchowan to Hongkong about \$2,000 in money was stolen from a passenger. When the vessel arrived in port she hoisted the police flag and Sergeant Davis went on board and arrested three Chinese members of the crew who were accused of stealing the money. The Sergeant also made a search of the vessel and found \$900 concealed in one of the lifeboats. The suspects were charged before Mr. E. R. Halifax at the Magistracy yesterday afternoon.

M. Liebert, Consul-General for France, asked His Worship to try the case. He explained that he was the only person competent to deal with a case of indeipline on board, but he had no power to deal with a case of theft.

His Worship pointed out that the local police had no jurisdiction in the matter. The defendants were Chinese subjects. The ship flew the French flag, and the offence was committed on the high seas.

M. Liebert stated that the ship was on a voyage to Hongkong, and the money stolen was to be delivered in Hongkong. He was agreeable that the case should be tried in Haiphong, but the men could not be kept imprisoned on board the ship without a warrant from the Magistracy. Therefore he asked the Court to keep the defendants in prison here until they could be sent on to Haiphong.

His Worship said he had no jurisdiction of any kind in the case.

M. Liebert thought in the circumstances that the only thing that could be done was to apply for the extradition of the prisoners.

The Court then adjourned to consider the matter, and on resuming it was intimated that the extradition of the accused would be sought.

"WIRELESS" IN THE FAR EAST.

Germany is erecting a wireless station at Tsingtao, which, although it will be primarily a naval post and in charge of a naval officer, will be available for general purposes, and will probably prove of great value to shipping. The installation will be a high powered one, and its radius will embrace practically the entire area of the Chinese and Japanese Seas.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."] [DAILY PRESS EXCLUSIVE SERVICE.]

[Protected by the Telegraph Message
Copyright Ordinance 1894.]

[PLAQUE IN THE NORTH.]

PEKING, February 1st.

The Admiralty is considering the advisability of making Harwich a strong naval base.

THE GERMAN INCREMENT TAX.

EXEMPTION FOR MEMBERS OF REIGNING HOUSES.

LONDON, February 1st.

The Reichstag by 166 votes to 138 has passed an amendment exempting the reigning Princes and Princesses from the operation of the Increment Tax.

CANADA AND CHINESE IMMIGRATION.

PREMIER FAVOURS ABOLITION OF HEAD TAX.

LONDON, February 1st.

An Ottawa telegram states that Sir Wilfrid Laurier, the Premier, speaking in the House of Commons, said he favoured the abolition of the head tax of \$500 on Chinese immigrants and the substitution therefor of an arrangement with China similar to that with Japan for the restriction of immigration.

The Premier added that notwithstanding the tax, 1,500 Chinese entered Canada in 1910. On the other hand the agreement with Japan had worked admirably.

THE GERMAN CROWN PRINCE.

LONDON, February 1st.

A message from Berlin states that owing to the plague outbreak in Manchuria the German Chancellor, Dr. von Bethmann-Hollweg, has been compelled to advise the Kaiser that the Crown Prince should abandon his tour to the East and return to Germany from Calcutta.

Regrets have been officially expressed to the Courts of Bangkok

SUPREME COURT.

Wednesday, 1st February.

SUMMARY JURISDICTION.

BEFORE MR. F. A. BOULTER
(ACTING PUISNE JUDGE).

LANDLORD AND TENANT.

John Tatem, hotel runner for the King Edward Hotel, sued L. A. Boulter, Inspector in the Naval Yard, for \$25, being one month's rent for a portion of 176, Queen's Road East. Mr. J. H. Gardiner appeared for the plaintiff and Mr. Reader Harris, of Messrs. Wilkinson & Grist, represented the defendant.

Mr. Gardiner informed his Lordship that the premises had been let to the defendant since September, 1908, and defendant was in occupation until 3rd August last. No notice was given of the intention to leave, and defendant left on the 3rd August without giving notice and having only paid the rent for the month of July. Plaintiff was now seeking to recover the \$25 for the month of August. Four dollars and three cents had been paid into Court with denial of liability.

Mr. Harris said his case was that on the 5th August plaintiff had resumed possession of the premises and let to another tenant.

Plaintiff in his evidence deposed that he was the tenant of the first floor of No. 176, Queen's Road East, which contained eight rooms. He let two rooms to defendant about eighteen months ago at the agreed monthly rental of \$25. Defendant vacated the premises on the 3rd August without giving notice written or verbal, and the premises were not let to anybody else for the month of August.

In cross-examination plaintiff said that before the premises were let in 1908 defendant had been boarding with him. The arrangement was a new one by which defendant became tenant of two rooms. No notice of intention to leave was given to him and he did not think that any notice was given to his wife. In the interview which took place on the 3rd September with defendant he saw both Mr. and Mrs. Boulter. Mr. Boulter asked if he had come to collect the rent and witness replied that he had. Mr. Boulter said, "I'm afraid you won't get it." Witness rejoined that he would try conclusions with him and thrash the case out. Mrs. Boulter made the remark that his (plaintiff's) wife was fond of going to Court, and he answered that she was not, but all the same she had a perfect right to go there if an injustice were done her. Neither Mr. nor Mrs. Boulter gave any reason why they would not pay the rent.

They did not say you had let part of the premises?—Yes, Mr. Boulter said he understood part of the premises were let.

Did you instruct your solicitor to write a letter to Mr. Boulter?—Yes.

Why did your solicitor in that letter say that the premises should have been vacated on the 1st August—I do not know why he should have said that. I did not see the letter.

Your solicitor was wrong?—Yes.

Do you or your wife arrange about the letting of the rooms?—I arrange it with my wife.

Does your wife take in the tenants?—I probably see them at the same time.

Your wife really manages that part of the business?—She does.

Plaintiff then said in answer to further questions that his wife had taken one of the rooms on 5th August and left it.

Mrs. Tatem gave corroborative evidence. Neither defendant nor his wife gave notice before leaving the premises.

Cross-examined: Did Mrs. Boulter give you any notice written or verbal?—Mrs. Boulter said to me on the 29th July that she was leaving the house very shortly. I said, "Yes, so I have heard."

So you did hear it?—I had heard that they were house-hunting.

Witness stated that on the 19th August Mr. Neubronner and other two gentlemen who were previously in the house took the large room vacated by the defendant.

Why didn't you keep those rooms vacant till the end of the month?—Why did he leave me without notice?

Mr. Harris—I don't know.

Re-examined:

One room was vacant until the end of August?—Yes.

Mr. Gardiner said there appeared to be a termination of the agreement so far as the large room was concerned, but the plaintiff should succeed for the rent of the large room for five days in the month of August and in respect of the small room the rent for the whole month.

Mr. Harris said the Apportionment of Rent Ordinance was passed because prior to that time rent could not be apportioned at all. A person either got the whole thing or nothing. The existing Ordinance says that rent shall accrue from day to day, but it nowhere says it shall accrue from room to room.

His Lordship—You mean that the tenancy must be for the two rooms?

Mr. Harris—Yes.

His Lordship—Isn't the whole point I have to decide whether I can apportion the rent?

Mr. Harris—Yes.

His Lordship reserved his decision.

THE OPIUM TRAFFIC.

The British Medical Journal says that an international congress for the organization of measures for the suppression of the opium traffic will be held at The Hague on May 30. Among the nations which will take part are Great Britain, the United States, France, Germany, Italy, the Netherlands, Portugal, Russia, Japan, China, and Siam. Great Britain will propose that morphine and cocaine shall be included in either with opium in the prohibitory enactment, and this proposal will, it is said, be supported by the United States.

THE FORTHCOMING RACE MEETING.

TRAINING NOTES.

We are now within a fortnight of the annual race meeting held under the auspices of the Hongkong Jockey Club, and training on the race course at Happy Valley is in full swing. The races take place on Tuesday, Wednesday and Thursday, the 14th, 15th and 16th inst.

There were many spectators, including about half a dozen ladies, at the rails yesterday morning before breakfast to witness the gallops. Rain had fallen during the night, consequently the course was very wet, but the going was not heavy. Some very good times were recorded.

The most notable performance was that done by Mr. F. R. Marshall's Derby griffon, Willow Tree, which went a mile and a half in 3.274, finishing strong and doing the last quarter in 29.4. Apple Tree also won over the mile and a half. Unfortunately the start was unobserved, but the last mile and a quarter was done in 3.1, last quarter 50 secs. Coronation Rose went the mile and a half in 3.323, last quarter 32.3. Aurora Rose covered the distance in 3.29, last quarter 34 sec. According to present showing, Willow Tree looks like the Derby winner, but it is too early to be confident yet. We may expect to see the Roses showing up better before the races.

Mr. Vida of Shanghai was riding for Mr. Marshall. Mr. Burkhill, who will, as usual, ride the Roses, is expected on Friday, and Mr. Cummings will probably be coming by the same steamer to ride for Mr. Kadoorie. Mr. Hayes, who will ride for Mr. H. P. White, is coming down next week. Mr. Mackie, by the advice of his medical adviser, will not be riding. Among the other riders on the course yesterday were Mr. Johnston, Mr. Hickman, Mr. R. F. O. Master, Mr. Kramer, Mr. Gegg and Mr. Klimmek.

Among the times recorded yesterday were the following:—

	Last	Pony.	Distance.	Full time.
Pet Rose	1	1 mile	2.51.2	31.1
Maple Tree	1	1	3.39	30
Little Gem Rose	1	1	2.52	33.5
Royal Rose	1	1	3.37	32.4
Coronation Rose	1	1	3.32.3	32.3
Fel's d' Ross	1	1	2.14	31.4
Gardens Rose	1	1	2.23.1	33.1
Laculus Rose	1	1	2.15	33.1
Aurora Rose	1	1	3.29	34
Cecile Rose	1	1	2.27	33.5
Willow Tree	1	1	3.27.4	29.4
Apple Tree	1	1	—	—
Rejected	1	1	1.07	32.1
Anchors Aweigh	1	1	—	32
Discarded	1	1	—	32.1
Ashendole	1	1	2.21	33
Blackmore Vale	1	1	2.20	32
Shell Out	1	1	3.09	33.5
Tomahawk	1	1	—	31
Kerry	1	1	3.20	37.3
Bantam	1	1	2.15	33
Urgest	1	1	2.21	33
Ben Hee	1	1	2.24.1	32.3

MACAO AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

—MACAO, January 31st.

CHINA NEW YEAR.

This festival was celebrated in the usual noisy manner. All that remains now are a few "soliloquies" tables in the streets patronised by Chinese who risked the few cents they managed to get from their "lei-see."

THE VASCO DA GAMA STATUE.

In accordance with the intimation published in the *Bulletin Official* the ceremony of unveiling the statue of Vasco da Gama in the Avenida bearing his name took place to-day. The statue was covered by the Republican flag and at noon the ceremony was performed by Senhor Machado, the Acting Governor, pulling the ropes which freed the flag and exposed to view the fine statue. At the same time guns of the Monte Fort and of the Patria fired a salute of twenty-one rounds. The guard of honour drawn from the Patria presented arms when the statue was unveiled.

Under the figure of the great navigator are carved a wheel, a sextant, and a telescope, and at the base is an allegorical representation of sea gods with two ships being guided by an angel.

REPUBLICAN CELEBRATION.

This day, which is consecrated to the martyrs and heroes of the Republic, was made the occasion of sports at Tap-sia. The programme included fencing, ball throwing, gymnastics, cycling events, running, jumping, tug-of-war, etc. Many prizes of value were offered by the employees of the different government offices. H.E. the Acting Governor presented a silver cup to be known as the "Macau Cup" to be kept in the Colony by the winners of the tug-of-war. The first holders of the cup are the Artillery.

THE SIBERIAN TRAFFIC.

Messrs. Thomas Cook & Son, of Hongkong, wired on Tuesday to the Railway Administration in South Manchuria stating that reports respecting disorganisation in Siberian traffic were conflicting and asked for latest information and probabilities regarding through traffic.

The following reply was received:—

"There is no probability of a disorganisation of Siberian through traffic."

"Dairen steamers are subject to four days detention at Shanghai; (we) are rearranging schedule."

The following further telegram was received by Messrs. Thomas Cook & Son's Hongkong Office yesterday afternoon:

"Dairen-Shanghai service made weekly leaving each end Sunday."

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The British Medical Journal says that an international congress for the organization of measures for the suppression of the opium traffic will be held at The Hague on May 30. Among the nations which will take part are Great Britain, the United States, France, Germany, Italy, the Netherlands, Portugal, Russia, Japan, China, and Siam. Great Britain will propose that morphine and cocaine shall be included in either with opium in the prohibitory enactment, and this proposal will, it is said, be supported by the United States.

THE PHILIPPINE SHIPPING TRADE.

The British Consular Report on the trade and commerce of the Philippine Islands for the year 1909, by Mr. G. H. Phipps, Acting Consul-General, has just been received. We deal with the main features of the Report in a leading article and below we give in full the Consul's comments on the shipping of the Islands.

A reference to the table will show that the position occupied by British shipping in the carrying trade of these islands is a very satisfactory one. In 1909 British vessels carried 63 per cent. of the total value of the imports and 52 per cent. of the exports, the nearest competitor being the Spanish mail line, which carried 15 per cent. of the imports and 7 per cent. of the exports. This shows an advance over the figures for 1908, in which year British bottoms carried under 60 per cent. of the imports and under 50 per cent. of the exports.

The tonnage movement in the foreign trade of the islands shows that the total entries have increased from 1,492,562 tons in 1908 to 1,517,485 tons in 1909, of which those under the British flag show an increase of 11,521 tons, American vessels an increase of 73,882 tons and German entries an increase of 27,684 tons. Spanish shipping decreased by 17,517 tons and other countries 10,725 tons.

At the port of Manila the entries of British vessels in 1909 compared with the figures for 1908 show an increase of 5 vessels and 7,491 tons, and the clearances an increase of 5 vessels and 10,725 tons.

The clause in the Payne-Aldrich Bill of August, 1909, under which goods must be carried throughout in one bottom in order to benefit by the reciprocal free trade arrangements between the United States and the Philippine Islands has, as foreshadowed in the report for 1908, profoundly affected the carrying trade. The chief sufferers have been the three British companies running local steamers between Hongkong and Manila, which have suffered considerably by recent developments. The application to the islands of the Chinese exclusion laws in force in the United States, the enactment of strict quarantine legislation against imported cattle as to make the import from Hongkong practically impossible, and lastly, the loss of the transhipment trade via Hongkong from United States, have been severe blows to these companies. British shipping as a whole, however, has not suffered by the free trade legislation. Trade between the islands and the United States has been vastly stimulated since the passing of the Act, and the carrying trade is almost entirely in British hands. The movement employed between Philipines ports and New York is exclusively British, and British vessels also take the lion's share of the trade with the Pacific coast. Were the navigation laws restricting the carrying trade to American vessels to be put into force British shipping at this port would, of course, be very seriously affected, but the immediate result of such a policy at present would probably be to raise freight rates between these islands and the United States to such a point that not even the high tariffs now in force against foreign goods would prevent the volume of trade from flowing towards foreign countries. Prices would rise and the development of the island be greatly retarded. It is probable that upon the completion of the Panama Canal, which is bound to have a highly stimulating effect upon American shipping in the Pacific, an effort will be made to bring about the application of the coaling trade laws; but it is most unlikely that any such step will be taken before that date.

A master of interest in shipping circles in 1909 was the breach between some of the leading local hemp exporters and the U.S. Hemp Conference. The great and unexpected development of the export of "anchuria" beans from the ports of Dairen and Newchwang to Europe in the autumn of the year absorbed so much of the available space on vessels belonging to the Conference, that freights from Manila to London and Liverpool rose to 31.10s. per ton of 104 cubic feet. Finally, no tonnage was available even at that figure, and some of the principal hemp exporters determined to abandon the Conference and charter their own vessels to convey their shipments to Europe. Paying 21.5s. per ton they were able to effect a considerable saving, although this was not so much as would at first appear, owing to their loss of the facilities offered by the frequent sailings of Conference steamers from this port to the United Kingdom and also to other countries. Freights have since then been considerably reduced, but the seaduces are still maintaining their independent position.

Established Services.—The following regular services are maintained:—To Hongkong: China and Manila Steamship Company, China Navigation Company and Indo-China Steam Navigation Company—all British, one sailing weekly by each company. To Marseilles, London and Liverpool: Direct monthly freight service of the Blue Funnel Lines (Ocean Steamship Company and China Mutual Steamship Navigation Companies). To Barcelona and Liverpool: Compania Transatlantica (Spanish mail), monthly freight and passenger service. To Australia: The China Navigation Company and the Eastern and Australian Steamship Company—the latter calling at Manila en route. To the North German Lloyd and Nippon Yusen Kaisha: monthly regular services. To Japan ports: Eastern and Australian Steamship Company, North German Lloyd and Nippon Yusen Kaisha: Australian lines and the various trans-Pacific lines. To San Francisco: Monthly by the combined Pacific mail (American) and Toyko Kisen (Japanese) combined service. To Tacoma and Seattle: Monthly each by the Blue Funnel and Bank Lines (both British) and by the Osaka Shosen Kaisha (Japanese); also once every four months by the Great Northern Steamship Company's vessel "Minnesota" (United States). To Boston and New York via Suez Canal: Barber Line, India Line, American and Oriental Line, American-Asian Line and Anglo-American Oil Company, all of which combinations run under the British flag.

TRADE-MARKS IN THE PHILIPPINES.

The British Consul-General in his annual report calls the attention of merchants and manufacturers to the advisability of registering trade-marks at Manila. The regulations governing such registration may be seen on application at the Commercial Intelligence Branch of the Board of Trade, 73, Basinghall Street, London, E.C.

Registration effected at Manila alone protects trademarks against imitations manufactured or sold locally, but in order to prevent the entry of imitations through the customs it is necessary to procure a certificate of registration of a trademark in Washington and to file a certified copy of it signed by the Commissioner of Patents in Washington, with the Insular Collector of Customs in Manila, who will then initiate action for the exclusion of goods in filing up a trade-mark. It is hardly necessary to add that local registration is necessary to uphold my legal action for infringement of trade-marks.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
P.O. Box, 53. Telephone No. 12.
Telegraphic Address: PRESS Codes: A.B.C.
5th Ed. Lieber.

NEW ADVERTISEMENTS

NOTICE.

A RRANGEMENTS have been made to Transfer the Business of our Hongkong Branch to MESSRS. BUMF & REIF, Hongkong.

H. ROBITSEK & REIF,
Hongkong, 1st February, 1911. [263]

NOTICE.

I T IS HEREBY NOTIFIED that on This Date I have taken over the AGENCY of the TOYO KISEN KAISHA'S SAN FRANCISCO LINE.

All Business of the TOYO KISEN KAISHA will henceforward be Transacted by the Company's Office at King's Building.
K. MATSUDA,
Manager.

Hongkong, 27th January, 1911. [264]

NOTICE.

I T IS HEREBY NOTIFIED that on This Date the AGENCY of the TOYO KISEN KAISHA'S SAN FRANCISCO LINE has been Transferred to Mr. K. MATSUDA, Manager, and the Business of the TOYO KISEN KAISHA will hereafter be conducted by him.

F. J. HALTON,
Agent.

Hongkong, 27th January, 1911. [265]

NOTICE.

I T IS HEREBY NOTIFIED that on This Date I have taken over the AGENCY of the SPANISH DOMINICAN PROCURATION.

Hongkong, 2nd February, 1911. [266]

G. R.

WAR DEPARTMENT CONTRACTS.

S EALED TENDERS will be received at the HEADQUARTER OFFICE, Victoria Barracks, Hongkong, until 12 NOON on the date shown against each item, for the undermentioned supplies and services for the period of one year commencing from 1st April, 1911.

General Supplies "B"
Coal, Coke and Wood. Tenders to be delivered
Washing.
Barnok Services and on the 20th February.

Scavenging
Transport Services
(Supply of Laundry, Junks, Cables, &c.)
Tenders to be delivered on the 21st February.

Supplies for Hospitals Tenders to be delivered on the 23rd February.

Most. Tenders to be delivered
Fodder. Tenders to be delivered
Supplies for Indian Troops on the 24th February.

General Supplies "A"
Form and other particulars can be obtained on application personally between the hours of 10 A.M. and 4 P.M., or by letter to the Officer Commanding Army Service Corps, Victoria Barracks.

The Tender Forms must be Properly filled up, Signed and Dated, and no tender will be considered unless made out on the Proper Form and delivered at the HEADQUARTER OFFICES by Noon, on the above mentioned dates, in a closed envelope marked "TENDER FOR"

The right to reject any or all tenders is reserved.

Hongkong, 2nd February, 1911. [266]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"INDRADEO," Capt. W. H. Lee Williams, will be despatched as above on the 21st inst.

This Steamer has excellent accommodation for a limited number of First-Class Passengers. For Freight or Passage, apply to

JARDIN, MATHESON & CO., LTD.

Agents.

Hongkong, 2nd February, 1911. [267]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY,

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. Taking cargo at through rates to PEBIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Belaito, will be despatched as above on MONDAY, the 13th inst., at NOON.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

A. mts.

Hongkong, 2nd February, 1911. [268]

ELECTRIC MOTOR FOR SALE.

A 24 h.p. ELECTRIC MOTOR with starting switches pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—
HONGKONG DAILY PRESS OFFICE,
Hongkong, 22nd November, 1910. [267]

GEFL ANGEBOTE unter

CARE OF "DAILY PRESS" OFFICE.

Hongkong, 26th January, 1911. [245]

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, the 4th February, 1911, at 12 NOON, for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th January, to SATURDAY, 4th February (both days inclusive), during which period a transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 17th January, 1911. [204]

NOTICE.

THE REGISTRY of SHARES of the Company will be OPEN from THURSDAY, 26th January, to SATURDAY, 4th February (both days inclusive), during which period a transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 17th January, 1911. [204]

NOTICE.

THE EIGHTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 21st February, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 21st February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 24th January, 1911. [229]

FOR SALE

RACE BOOKS, 1911.

Leather-Covered \$2.00 each.
Cloth-Covered 1.75.
Paper-Covers 1.00.

May be had from NORONHA & CO.
(Printers to the Hongkong Jockey Club).
KELLY & WALSH, LTD.
BREWERY & CO., LTD.
Hongkong, 30th January, 1911. [254]

FOR SALE OR TO LET.

KENLINS," 76, PEAK, SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd February, 1911. [228]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 35, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285
EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & CO., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [111-12]

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REMAINING Portions of MARINE LOTS 31 and 35, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

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FOR SALE.

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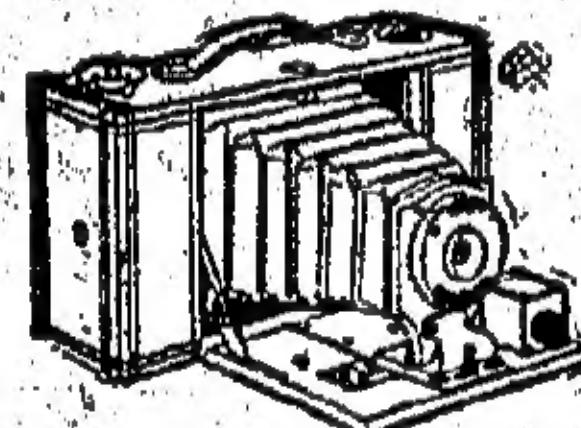


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[147]

RUBBER SHARE VALUES.

(FROM A CORRESPONDENT OF "THE TIMES.")

When we consider that rubber-growing is an industry open to every one, protected by no patents or secret processes, and with no value attaching to it in the shape of goodwill or connection, we must look somewhat closely into the conditions which are supposed to justify the valuation of shares in rubber estates at very high premiums, amounting, in some cases, to two or three thousand per cent upon their par value.

No one asserts that there is not still abundant land suitable available for new plantations, much of it already in course of development. Doubtless many of those already producing were started under very favourable conditions as to minute sections of the areas to be found in the countries where rubber can be successfully grown, and there are probably just as good soil in the sea as have been already caught out of it. Labour is the main factor in production and there is no monopoly here. It is generally plentiful at present and fairly fluid in the East. Management is a most important item, and at present the old estates have, no doubt, some advantage in that respect. But this can only be temporary, the demand for capable men in a profitable industry always producing, in due time, a sufficient supply. So far as these factors of success are concerned, there would appear to be only a comparatively slight advantage, and this mainly of a temporary character, with the old plantations. Their really valuable and exceptional asset is, in fact, only the start which they have obtained from their three to four hundred more recently established competitors and those to follow in the future. If we can even approximately gauge the value of this start, we shall be able to estimate the reasonableness, or otherwise, of the very large premiums at which some of their shares stand.

COSTS OF PRODUCTION.

According to the best authorities, an estate can be brought into bearing for about £30 per acre (many have already accomplished it for less), and so long as a profit of £4 or £5 per acre per annum can be secured it is practically certain that rubber will continue to be planted. The best managed and most favourably-placed estates can now produce for a cost of between 9d. and 1s. per lb., but we must expect some advance in the price of labour as competition becomes keener with a greatly increased demand for tappers, &c. A profit of 6d. per lb. on a crop of 500lb. would give £12 10s. per acre upon a capital cost of £30. It would thus appear that eventually the price of the commodity must come down to something in the neighbourhood of 1s. 6d. per lb. At this price it is only the best estates, those producing an average of 500lb. per acre at or under 1s. per lb.—which would earn above profit; and those whose cost of production half as much, but still enough to pay 20 per cent. upon their £30 capital. Very many would certainly fail to reach 500lb. per acre, and would find the margin of profit still less, but would have to keep on producing so long as expenses could be met, in the hope of better days.

VALUE OF SHARES.

If then the best companies should only be able to earn £12 10s. per acre net profit per annum when the market has found its normal business level, their shares should not then be valued at more than about £155 per acre to pay 8 per cent. per annum. These same shares are now valued in some instances at from £200 to £700 per acre, and the estates "start" is practically the only asset representing this excess of £350 to £550 per acre. This start gives them the high dividends which are now being earned, and which, owing to increased production, will probably continue to be earned for the next few years in spite of the gradually falling price of the commodity. These dividends must provide a sinking fund, beyond the normal interest upon an industrial investment, sufficient to wipe out this excessive valuation before the supply, overtaking the demand, has brought rubber down to the price at which it will pay only a fair commercial profit upon its actual cost.

At present the big producers, though paying dividends of 100 per cent. to 300 per cent. upon their par value, only give 10 per cent. to 12 per cent. upon the capital actually represented by the market price. If from this 10 per cent. the world's production will be at least doubled, it would seem hardly safe to calculate upon a much longer postponement of the normal price level. It follows that we should not look much beyond the next seven years to provide the sinking fund necessary to reduce the capital invested in the present big producers by roughly 70 per cent. or to something representing about £150 per planted acre.

SUCCESSOR OF THE "HOBBLE."

HAREM SKIRTS TO BE INTRODUCED
INTO PARIS.

The successor of the hobble skirt has arrived. A new form of divided skirt, to come into fashion in the spring, is to be launched into society by the "mousseline" of a well-known French dressmaking firm. The new costume comes from Turkey, and is an almost exact reproduction of the dress worn by the harem ladies. It consists (says *The Daily Mail*, Paris correspondent) of a long loose divided skirt, fitting tightly at each ankle. M. Paul Poiret informed the correspondent that early next year he really intends to attempt to popularise this garment as a conventional costume for women.

"This is a long-cherished ambition of mine," he said. "The hobble skirt had its day, and my clients are tiring of the ungainly garment which it makes obligatory. The Turkish ladies' costume has long appealed to me as being most sensible, hygienic and graceful."

"Moreover, it complets perfectly with the present-day taste for skirts which are light at the ankles, only instead of having her movements impeded by a single skirt, women is to have a skirt each ankle. Of course, petticoats will not be worn. Indeed to my mind the petticoat is doomed. The new costume will be made in each case to the requirements of the wearer, and the division will be made either high or low as desired. I am not introducing the garment solely as a walking costume. I intend to make the new creation as artistic and stylish as anything I have ever created. As a walking costume it will, of course, be unrivaled for comfort and elegance. For sports and gymnastics it will fail to perfection the requirements of the athletic girl. At last, and the most I hope it will appear, it is most aesthetic form. Certainly it will add to the charm and beauty of the feminine figure as no other mode has done. How will Parisian accept the novelty? Ah, that is the question!"

M. Poiret's name was, it will be remembered, prominently before the English public in the summer of last year when at the request of Mrs. Asquith he exhibited before a number of her guests at 10 Downing-street, a collection of Paris frocks, which were shown off by three charming maid-servants. Many protests from British ladies followed this novel fashion at the Prime Minister's official residence.

BRAZILIAN COMPETITION.

This question of Brazilian competition perhaps deserves a little further examination. Although the average cost of "hard Para" is no doubt correctly stated at 2s. 6d. to 3s., it is obvious that the cost may vary greatly, according to the remoteness or otherwise of the various producing areas and the difficulty and expense of procuring and maintaining collectors. Some of the rubber has to be brought as much as 3,000 miles to the port of shipment. It is certain that in the more accessible parts the expenses would be considerably less, and it is also certain that rubber obtainable there would still come forward so long as its sale would show any profit at all. There is also the question of export duty to be taken into account. This at present represents a very important part of the cost, and it is quite conceivable that the Brazilian Government might, if it became necessary, reduce or even almost remove it, rather than allow the industry to be killed by Eastern competition. These considerations and the fact already stated, that at present manufacturers will have Para, render it improbable that it will, in the near future, cease to form a proportion of the world's production. On the other hand, if the Eastern planters can only succeed in producing, within the next three or four years, its exact equivalent at 1s. per lb., it may be assumed that from that time

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Yours most sincerely,

F. TOWNSEND.

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the Brazilian supply will gradually disappear from the market, and the expectation that the present world's supply will be doubled in seven years might have to be modified. But perhaps we may take it that the possibility of Brazilian rubber being partly ousted from the market is balanced by the possibility that some of the new sources of supply in Mexico, Madagascar, British Africa, and elsewhere may turn out to be really important.

THE QUESTION OF PRICE.

It is, of course, practically certain that the gradual reduction in cost of the raw material will lead to increased consumption, and there is little doubt but that every pound of rubber produced will find a use. At what level it would be possible to use rubber for flooring and paving has yet to be ascertained. There are enormous possibilities in this direction, but it is to be feared that the expense, even at 1s. 6d. per lb., would prevent any general adoption for these purposes. It is entirely a question of cost, and doubtless the largest outlets will only be found at the lowest price.

If, however, we assume that after seven years the world's production will be at least doubled, it would seem hardly safe to calculate upon a much longer postponement of the normal price level. It follows that we should not look much beyond the next seven years to provide the sinking fund necessary to reduce the capital invested in the present big producers by roughly 70 per cent. or to something representing about £150 per planted acre.

At present the big producers, though paying dividends of 100 per cent. to 300 per cent. upon their par value, only give 10 per cent. to 12 per cent. upon the capital actually represented by the market price. If from this 10 per cent. the world's production will be at least doubled, it would seem hardly safe to calculate upon a much longer postponement of the normal price level. It follows that we should not look much beyond the next seven years to provide the sinking fund necessary to reduce the capital invested in the present big producers by roughly 70 per cent. or to something representing about £150 per planted acre.

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Great Britain—Nanking, 1842; Tientsin, 1858; Tarif Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Duties, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Sikkim Convention, 1890; Burmese Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Convention, Commercial, Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,882, \$10.00. Directory only, pp. 1,800, \$6.00.

The Directories and Descriptions are of

CHINA
Tientsin Canton
Soochow Whampoa
Chinkiang
Peitaiho Nanking Kowloon
Chinwangtso Nankin Lappa
Taku Kweikang Samshui
Antung Hankow Kongmoon
Manchurian Yochow Nanning
Trade Centres Shuei Wuchowfu
Nanchang Ichang Kwanghsiuwan
Tairen Hangchow Hoihow
Port Arthur Ningpo Lungchow
Chefoo Weihaiwei Mungtze
Kiaochau Santu Hsikow
Tsinan Foochow Amoy
Mukden Amoy Swatow
Shanghai

JAPAN AND FORMOSA
Tokyo Osaka Keelung
Yokohama Moji Tainan
Hyogo Nagasaki Takao
Kobe Hakodate Anping
Shimonosaki Tamsu

EASTERN SIBERIA
Vladivostock Niojewsk

CHOSIN
Seoul Wonsan Mokpo
Chemulpo Fusen Chinamppo
Kusan Pingyang Songchin

HONG KONG AND ITS DEPENDENCIES
MACAO
FRENCH INDO-CHINA:
Hanoi Annon Tourane
Haiphong Hue Saigon
Tonkin Province Quinhon Cambodge

PHILIPPINES
MANILA Illo, Cebu
Borneo British N. Borneo
Sarawak Labuan
BANGKOK
STRaits SETTLEMENTS
Singapore, Ponson, Malacca, Prov. Wellesley

MALAY STATES
Pohore Sungai Ujong Selangor
Johang Jelebu Perak

NETHERLANDS INDIA
Batavia Samarang Padang
Buitenzorg Sourabai Macassar
East Coast of Sumatra

NAVY SQUADRONS
British German Austrian
French Japanese United States
Siamese Italian

OFFICERS OF COAST AND RIVER STEAMER
The Book is printed from New Type specially reserved for the purpose, and uniformly in every arrangement greatly facilitates reference.

A feature in the 1911 Edition are the CLASSIFIED LISTS of TRADES and PROFESSIONS at the larger Commercial Centres.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year nine pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of 2/- £s at which it was originally published.

THE MAPS AND PLANS
have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of the following:

LONDON "Hongkong Daily Press" Office.
131, Fleet Street, E.C.
MAP OF THE FAR EAST
MAP OF KOREA AND HYOGO
MAP OF FOREIGN SETTLEMENTS, THIRTEEN

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, January 10.

Per value each share £1. Calls paid up are:-	Singapore Fraser & Co's Prices, Dec. 21	Malayan Companies	Per value each share £1. Calls paid up are:-	Singapore Fraser & Co's Prices, Dec. 21	Malayan Companies
1/- paid		Alor-Pongan .. .	1/- paid	Malacca Ordinary .. .	8.12.8
2/-		Anglo-Johore .. .	2/-	Morlman .. .	5/11
17/6	50%	Anglo-Malay .. .	10/-	Morton Syndicate .. .	.....
1/-		Bakap .. .	1/-	Mount Austin .. .	.....
1/-		Bantang .. .	1/-	Norborough Est. .. .	.....
1/-		Batu Caves .. .	10/-	North Hummock .. .	25%
1/-	70%	Batu Kawan .. .	10/-	Padang Jawa .. .	6/6
2/-	10%	Batu Tiga .. .	10/-	Pandan Johore .. .	31.8
2/-	10%	Beranang Selangor .. .	10/-	Pataling .. .	200%
1/-	3%	Bernam Perak .. .	10/-	Pelepas (Johore) .. .	10/3
1/-		Do. Ordinary .. .	10/-	Pernak .. .	8/3
12/6		Ridor .. .	12/6	Pensiore Est. .. .	10/2
2/-		B'lands Selangor .. .	12/6	Prye .. .	10/2
2/-		Bukit Clich .. .	12/6	Katani .. .	2.0.0
1/-		Bukit Kajang .. .	21.10	Rim .. .	.....
2/-	61%	Bukit Martajam .. .	10/-	R. Est. of Krian .. .	.....
1/-		Bukit Rajah .. .	10/-	R. of Johore .. .	11.16.0
2/-	25%	Bukit Selangors .. .	10/-	Sagga .. .	5/10.0
2/-	71%	Castlefield .. .	6.5.0	Seaford .. .	3.5.0
1/-		Chankat Salak R. and Tin .. .	10/-	Selator Rubber .. .	.....
2/-	3/11	Chongonee .. .	10/-	Somph .. .	.....
1/-		Chitio .. .	10/-	Sendayan .. .	1.10.0pm
2/-	1/6	Chita Rubber .. .	10/-	Seremban .. .	5.0.0
2/-	2/1	Cicely Ordinary .. .	2.3.0	Strangoor .. .	8.16.8
2/-	2/1	Preferred .. .	2.3.0	Shefford .. .	.....
2/-	2/1	Consol. Malay .. .	1.4.0	Siginting (N. S.) .. .	2.16.3
2/-	2/1	Damansara .. .	7.12.6	Singapore Para .. .	2.12.2
2/-	2/1	Enbh. Selangor .. .	13/8	Strait (Bertam) .. .	7/3
2/-	2/1	Fed. Selangor .. .	30%	Sungai Bahru .. .	4.10.0
2/-	2/1	Gna Kee R. Est. .. .	30%	Sungai Choh .. .	15/8
2/-	2/1	Garing (Malacca) .. .	5.15.0	Sungai Kapar .. .	.....
2/-	2/1	Golden Hope .. .	6.17.8	Sungai Krut .. .	.....
2/-	2/1	Gula-Kalumpong H. and Lowlands .. .	5.6.0	Sungai Liang .. .	.....
2/-	2/1	Inch Kenneth .. .	14.15.0	Sungai Salak .. .	4.10.0
2/-	2/1	Johore R. Lands .. .	10/-	Sungei Way .. .	6.5.0
2/-	2/1	Jong-Land .. .	40%	Tangkah .. .	.....
2/-	2/1	Jugra (Ordinary) .. .	10/-	Third Mill .. .	.....
2/-	2/1	Jura Estates .. .	.....	Tremelby .. .	.....
2/-	2/1	K'pong Kuantan .. .	.....	Utd. Sia Botong .. .	.....
2/-	2/1	Kamuning "A" Do. .. .	5/- pm	Val'd Or Est. .. .	.....
2/-	2/1	Kapar Para .. .	9.12.6	Vallambrosa .. .	1.17.0
2/-	2/1	Kellas .. .	20%	Trust and Finance Companies.
2/-	2/1	Kepong .. .	71%	Anglo-Straits R. T.
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2/-	2/1	Kinta Kellas .. .	10/-	Mid-East Invest
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2/-	2/1	Klan-Killas .. .	10/-	R. Share Trust
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2/-	2/1	Kuala Klang .. .	76%	Asahan (Sumatra)
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ARBITRATION WITH THE UNITED STATES.

AN INTERNATIONAL COURT.
(FROM THE TIMES CORRESPONDENT)

WASHINGTON, Dec. 23.

As I have indicated in telegrams there has been recently an important development in the American policy concerning international arbitration. It is proposed to supplement the Court of Arbitral Justice, about the eventual establishment of which the Government is sanguine, by treaties of arbitration modelled after the abortive Olney-Pauncefote Treaty of 1897. The possibility of an effort to substitute some such agreement for the Anglo-American Arbitration Treaty of 1903 has been clearly foreshadowed. The President in his speech before the American Society for the Judicial Settlement of International Disputes last week expressed himself strongly in favour of the step. After alluding to what international arbitration has already done, he said—

If now we can negotiate and put through a positive agreement with some great nation to abide the adjudication of an international arbitral court in every issue which cannot be settled by negotiation, no matter what it involves, whether honour, territory, or money, we shall have made a long step forward by demonstrating that it is possible for two nations at least to establish as between them the same system of due process of law that exists between individuals under a Government.

It is generally believed that by "some great nation," the President meant Great Britain, and that in expressing himself as he did he gave the sanction of his Government to similar suggestions already let fall by Mr. Root and Mr. Carnegie.

At present Anglo-American relations are regulated by the Treaty of 1903. That Treaty is now thought to be inadequate. Its scope is narrow. It is by no means a Treaty of unconditional arbitration such as the Olney-Pauncefote Treaty, to a great extent, would have been, and as the Treaties now in force between Argentina and Chile, Norway and Sweden, Belgium and Holland. Like most other arbitration treaties concluded since the last Hague Conference it merely provides that—

Differences of a local nature or relating to the interpretation of treaties . . . shall be referred to the Permanent Court of Arbitration established at The Hague, by the Convention of July, 1899, provided, nevertheless, that they do not affect the vital interests, the independence, or the honour of the two contracting States.

THE OLNEY-PAUNCEFOTE TREATY.

It is beginning to be felt essential that, if the Arbitral Court to be established, it should be endowed with better auxiliary machinery than The Hague Court at present has; and in no way, it is thought, can the building of that machinery be better initiated than by another such compact as the Olney-Pauncefote Treaty. Accepted by Great Britain, but defeated in the Senate; 1897 by a margin of only three votes, partly on account of Irish-American agitation, the Olney-Pauncefote Treaty provided for a comprehensive scheme of Anglo-American arbitration. It appointed a small Court of two nationals for the settlement of small legal matters, with appeal to a larger Court of four nationals. Both Courts were empowered to co-opt any umpire so as to secure finality. More important legal matters were to go straight to the larger Court. To deal with disputes affecting territory a Court of six nationals was contemplated. For final decision of such disputes a majority of five to one was necessary, unless it should be mutual consent be decided otherwise. Failing decision, mediation by a third Power was to be sought before hostilities.

Differences between the new Treaty and the old would, of course, be inevitable and necessary. Mediation by a third Power would be replaced by appeal to The Hague Tribunal, or, when and if it is constituted, to the Arbitral Court. That, indeed, is the key to the scheme. It is felt that thus the two forms of international arbitration would be ideally combined. The purer principle of arbitration by neutrals, while sustained and fortified, would not be allowed to interfere with the principle of arbitration by nationals so successfully forwarded by the Anglo-Saxon races in recent years by the establishment of International Commissions for the settlement, for instance, of various Canadian questions. Commissions which, as the recent Anglo-American Pecuniary Claims Agreement shows, may easily grow to be invested with judicial functions. It might also be necessary to modify the powers given to the Olney-Pauncefote Commissioners. It is possible, for instance, that the Senate might prefer a scheme by which the Commissioners should be instructed merely to report to their respective Governments. Thus the Senate would have an opportunity of asserting itself, if it saw good, and, by refusing to accept the report, of appealing the case. Such a plan would also disarm any opposition that there might be when it came to investing Commissioners of the two nations with general powers of arbitration, on the ground that by so doing a return would have been made to principles which ante-dated the first Hague Conference, and the growth of the system of neutral arbitration that has sprung from it.

Not that in practice there would be much difference between the two alternatives. In both cases neutrals would be given an opportunity of submitting, in the first instance, their disputes to neutrals. Only important or especially controversial cases would be likely to be appealed to The Hague Tribunal, or to the Court of Arbitral Justice. The advantages of such procedure are obvious. Time, money, and, in some cases, friction would be saved to the nations; dignity and leisure for important work would be assured to the higher tribunal. Small wonder, therefore, that the idea finds favour in many American quarters of resurrecting the Olney-Pauncefote Treaty, of adapting it to the times, and of eventually weaving around it a net-work of similar treaties with other Powers.

LATEST STEAMER MOVEMENTS.

The "Ben" Line str. *Boulevards* from Antwerp and London left Singapore on the 29th ultimo, for this port.

The H.-A. Linie str. *Sambia* left Singapore on the 29th ult. p.m., and may be expected here on or about the 4th instant.

The Carlowitz & Co. str. *Ischia* left Singapore for this port on the 31st ult., and may be expected here on or about the 7th instant.

The Apia str. *Gregory Apcar* from Calcutta left Singapore on the 1st instant morning, and may be expected here on or about the 7th instant.

The C.P.R. Co.'s str. *Montague* arrived at Shanghai at 10 a.m. on the 28th ultimo, and left again at 11 p.m. same day for Moji, where she was due to arrive at 4 p.m. on the 30th ult. The N.Y.K. str. *Bingo Maru* (Bombay Line) left Moji for this port on the 31st ultimo, and is expected here on the 5th inst.

A WOMAN'S EXPERIENCES IN ANAM.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 31st inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 2nd January, 1911. [15]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, SINGAPORE AND SAIGON.

THE Company's Steamship

"KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. A Fire having occurred on board during the voyage Consignees of Cargo from CALCUTTA, PENANG and SINGAPORE are notified that they will be required to sign a General Average Bond and pay a deposit on their Cargo before Bills of Lading are countersigned. Damaged Cargo is being landed into the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godowns for Survey. Sound Cargo impeding the discharge or remaining on board after 4 P.M. on the 2nd Feb. will be landed at Consignee's risk and expense.

No Fire Insurance is being or will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 31st January, 1911. [15]

BARCLAY,
PERKINS'
FAMOUS
LONDON STOUT.

The
Leading Brand
in
ENGLAND.

The
best that can
be obtained.
SOLD
EVERWHERE.

SOLE AGENTS FOR CHINA:
DADY BURJOR & CO.

Wholesale Wine & Spirit Merchants.

E. A. HEWETT,
Superintendent.

Hongkong, 30th January, 1911. [1]

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR STEAMERS TONS TO SAIL.
KOBE & YOKOHAMA PRINZ SIGISMUND, 6,000 { About
Capt. D. LENZ { 7th February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, PERFLINGER, 17,000 { Wedday, 8th
Capt. G. MEINERS, Feb. at NOON.
ANTWERP & BREMEN
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA YÖRCK, 17,000 { About
Capt. J. RANDEMANN { 8th February.
KUDAT & SANADAKAN BORNEO, 5,050 { Middle of Feb.
Capt. F. SEMBIL
PRINZ SIGISMUND, 6,000 { Saturday, 25th
Capt. D. LENZ, 6,000 { Feb. at Dlight
SYDNEY & MELBOURNE
All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 2nd February, 1911. [5]

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.
Capt. F. GEOSCH.

"LUBTZOW" - 17,300 - ON APRIL 5TH.
Capt. E. WILHELM.

"KLEIST" - 17,000 - ON APRIL 19TH.
Capt. O. PAHNKE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.
Early booking recommended.
For Particulars, apply to

MELCHERS & CO.,
GENERAL AGENTS.

Hongkong, 10th November, 1910. [41]

THE HONGKONG DAILY PRESS, THURSDAY, FEBRUARY 2ND, 1911.

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE, & YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.

King's Building (Opposite Blake Pier). [49]

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Mr. & Mrs. Billandot	Mr. & Mrs. M. Siekau
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PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES.
MONGOLIA	27,000	SATURDAY, 11th Feb., at 1 P.M.
PERSIA	9,000	FRIDAY, 3rd March, at 1 P.M.
KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.

* Twin Screws. ↑ Triple Screw Steamer. ↓—Via Manila.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 11th February, at 1 P.M.

SHIPPING.

ARRIVALS.
 INNSING, British str., 1,416. R. Y. Andersen, 1st Jan.—Kwangtung 29th Jan. Cement
 Stone—Jardine, Matheson & Co.
 ALVIN MARU, Jap. str., 899. Y. Yamamoto, 1st Feb.—Swatow 31st January, General—Osaka Shosen Kaisha.
 IWA MARU, Japanese str., 1,725. Nakayama, 1st Feb.—Wakamatsu 25th Jan. Coal—Mitsui Bishi Goshi Kwaisha.
 BENNINGH, British str., 1,043. Bowker, 1st Feb.—Wuhu 25th Jan. Rice—Jardine, Matheson & Co.
 ADVERT, British str., 1,207. E. L. Jones, 31st January—Tourane, Coal—Butterfield & Swire.
 PONTONG, German str., 1,150. W. Botoführ, 31st Jan.—Singapore 28th January, Rice—Order.
 ANDARD, Norwegian str., 894. A. B. Bull, 31st Jan.—Singapore 26th Jan. Rice—Kung Yuen.
 TANTONCE, French str., 691. E. de Souiniac, 1st Feb.—Wuhu 26th Jan. Rice—Wo Fat Sing.
 TOSA MARU, Japanese str., 3,610. H. Nomura, 1st Feb.—Bombay and Singapore 25th January. Twist, M'dise.—Nippon Yusen Kaisha.
 UJIMA MARU, Japanese str., 3,246. Takagi, 1st February—Mitsie 26th Jan. Coal—Mitsui Bussan Kaisha.
 VICTORIA, Swedish str., 930. Thor Eckert, 31st Jan.—Sumatra 21st Jan. Sugar, Cotton and Groundnuts. Ov. & Wijk & Co.
 WBY CASTLE, British str., 2,717. Wm. Lightoller, 31st Jan.—New York, Kerosene Oil Standard Oil Co.
 YINGCHOW, British str., 1,267. Frazier, 31st Jan.—Amoy 30th Jan. Ballast—Butterfield & Swire.

CLEARANCES.
 AT THE HARBOUR MASTER'S OFFICE.
 1st February.
 Admiral Duperré, French str., for Shanghai.
 Hangang, British str., for Shanghai.
 Namang, British str., for Shanghai.
 Padding, British str., for Shanghai.
 Sochi Maru, Japanese str., for Swatow.
 Toulon, French str., for Canton.
 Tosa Maru, Japanese str., for Shanghai.

DEPARTURES.
 1st February.
 DAGNY, Norwegian str., for Canton.
 HITACHI MARU, Japanese str., for Singapore.
 SABINE RICKMERS, Dutch str., for Canton.
 SIAM, Danish str., for Singapore.
 UVN, Norwegian str., for Canton.

VESSELS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s str. *Arcadia* left Singapore for this port on the 25th ultmo at 6.30 p.m. with the outward English Mails, and is expected here to-day at about 6 a.m.

THE INDIAN MAIL.
 The Indo-China str. *Licang* left Calcutta for the Straits and Hongkong on the 17th ult., and is due here to-day.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Mongolia* from San Francisco was dispatched from Yokohama on the 27th ultmo en route to Hongkong, and is due to arrive at this port to-morrow.

THE GERMAN MAIL.
 The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 11th ult., left Colombo on the 28th ult. p.m. and may be expected here on or about the 8th inst.

THE AUSTRALIAN MAIL.
 The E. & A. str. *St. Albans* from Sydney, &c., left Port Darwin on the 30th ultmo for Timor, Manilla and this port.

MERCHANT SHAMERS.
 The N.Y.K. str. *Iyo Maru* (European Line) left Singapore for this port on the 27th ultmo, and is expected here to-day.

The T.K.K. str. *Kiyo Maru* from South American ports, arrived at Honolulu, and left for Hongkong via Japan ports, on the 4th ult.

The Magal Line str. *Ghazee* sailed from the United Kingdom on the 5th ultmo for Hongkong via the Straits.

The str. *Glennies* left Suez on the 3rd ultmo, and is due here on or about the 5th inst.

The Norddeutscher Lloyd, str. *Neekar* left Colombo on the 3rd ultmo, at 9 p.m., and may expect here on or about the 9th inst.

The O.S.K. str. *Tacoma Maru* from Tacoma arrived at Yokohama on the 25th ultmo, left thence for this port via Kobe and Manila on the 27th ultmo, and is expected to arrive here on or about the 12th inst.

The O.S.K. str. *Panama Maru* left Victoria, B.C., for this port via Japan and Shanghai on the 21st ultmo, and is due here on or the 23rd inst.

PASSENGERS.

DEPARTED.
 For *Prince Waldemar* for Manilla, &c. Mr. Megell Seaman, Mr. B. D. Rothberg, Mrs. J. Odberg, Mr. and Mrs. Lundvatter, Miss Ramsey, Bishop Brent, Mr. H. Clapp, Mr. Baruchoff, Mr. and Mrs. H. M. Brooks, Miss C. Goldfarb, Mrs. E. Angle, Mr. R. Schikling, Mr. H. Heiber, Mr. Morton, Dr. W. Limprecht, Dr. B. Schutz, Mr. H. W. Denison, Mr. Thos. Semmons, Mr. R. Seidler, Mr. Wilson, Lt. B. E. Grey, Mrs. Davis, Mr. P. Kniffmann, Mr. O. I. White, Mr. W. Loeber, Mr. W. Fescher, Mr. A. J. Soboleff, Mr. J. Harder, Mrs. S. Mayer, Miss E. Meyer, Messrs. Tory and Miller.

STEAMERS PASSED THE CANAL.

January 3rd—*Bentley*, Glenesk, Scania, Syria, 6th—Denmark, Indrapuram, 10th—Benzinholz, Carnarvonshire, Ipo Maru, Myrmidon, Vorwaerts, Silesia, 13th—Peking, Prometheus, 17th—Andhra, Aragona, Bonzor, Nove, Yeddo, York, Neckar, 20th—Canton, Ningchow, Peile, Peleue, Siki, 24th—Albenza, Breconshire, Ghazee, Konang Si, Tonkin, Alenia, Glenfarg, Tigrano Maru, Kaucachi Maru, 27th—Alicino, Mogune, Ningchow, Pak Ling, Ville de la Ciotat, Arabia, 31st—Bengal, Ceylon, Koranee, Glamorganshire, Palawan.

ARRIVALS AT HOME.

January 31st—Charlton, Sithonia.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following Stores:
 KOWLOON BOOK STALL, Ferry Wharf
 Messrs. H. RUTTENJEE & SONS, Kowloon Store, No. 35, Haiphong Road.
 Messrs. HUNG CHEONG, Haiphong Road
 Mr. AH YAU, Hongkong Star Ferry Wharf

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & CO.	BERTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	PEMBROKESHIRE	Brit. str.	—	R. Hayes	JARDINE, MATTHESON & CO., LTD.	About 10th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. CO.	On 4th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. CO.	About 8th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. CO.	About 22nd inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Lutzecke	HAMBURG-AMERICA LINER	On 2nd Inst.
HAMBURG	HELLAS	Ger. str.	k. w.	Sach	HAMBURG-AMERICA LINER	On 9th inst.
BREMEN & HAMBURG VIA STRAITS, &c.	SPESIA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINER	On 23rd inst.
HAVRE, BREMEN & HAMBURG, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINER	To-day.
MARSEILLES, HAMBURG & ANTWERP	SEGOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINER	On 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jan. str.	—	Bahlo	HAMBURG-AMERICA LINER	On 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jan. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 15th inst. at D'light
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	DERFLINGER	Ans. str.	—	E. Cope	NIPPON YUSEN KAISHA	On 1st Mar. at D'light
TIESTE, &c. VIA SINGAPORE, &c.	NIPTON	Ans. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th Mar. at D'light
INDRADEO	EMPEROR OF INDIA	Brit. str.	—	G. Meiners	MELCHERS & CO.	On 8th inst. at Noon
MONTREAUX	W. H. LEA	Brit. str.	1 m.	E. Tarabochia	SANDER, WIELER & CO.	On 27th inst. at 2 P.M.
TAORMINA	—	Brit. str.	2 m.	—	SHEWAN, TOME & CO.	On 21st inst.
AWA MARU	—	Jap. str.	—	—	JARDINE, MATTHESON & CO., LTD.	On 11th inst. at 7 A.M.
INABA MARU	—	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th April at Noon
INABA MARU	—	Jap. str.	—	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 22nd inst. at Noon
KUMERIC	—	Brit. str.	—	K. Kawara	OSAKA SHOSEN KAISHA	On 28th inst. at Noon
KIYO MARU	—	Jap. str.	—	G. B. McGill	NIPPON YUSEN KAISHA	On 28th Mar. at Noon
AMERICA, MARU	—	Am. str.	—	H. Nishi	THE BANK LINE, LIMITED	On 9th inst.
ASIA	—	Am. str.	—	A. G. Steven	CANADIAN PACIFIC R. CO.	On 9th inst.
MONGOLIA	—	Jap. str.	—	L. Dawson	CANADIAN PACIFIC R. CO.	On 21st inst. at Noon
TAIWAN	—	Brit. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 17th inst. at 1 P.M.
KUMANO MARU	—	Jap. str.	—	D. Lenz	MELCHERS & CO.	On 25th inst. at D'light
PRINZ SIGISMUND	—	Ger. str.	—	T. Selkina	NIPPON YUSEN KAISHA	On 17th Mar. at Noon
YODDO	—	Brit. str.	—	R. Takeda	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
TRANQUEBAR	—	Dan. str.	—	D. Lenz	MELCHERS & CO.	About 7th inst.
TIUPANAS	—	Dan. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst. at 8 A.M.
SOSHU MARU	—	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 15th inst. at Noon
DAIJIN MARU	—	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch
HAICHING	—	Brit. str.	—	—	JAYA-CHINA-JAPAN LINER	To-morrow, at Noon
HAIMUN	—	Brit. str.	—	—	JARDINE, MATTHESON & CO., LTD.	On 5th inst.
HAITANG	—	Brit. str.	—	—	HAMBURG-AMERICA LINER	On 7th inst. at 10 A.M.
CHIHLI	—	Brit. str.	—	—	M. B. Lake	On 24th inst. at 1 P.M.
YUEN-SANG	—	Brit. str.	—	—	S. Baroni	On 9th inst. at 4 P.M.
TEAN	—	Am. str.	—	—	C. Lindbergh	On 4th inst. at 11 A.M.
ZAFIRO	—	Am. str.	—	—	J. Randermann	On 9th inst. at 4 P.M.
RUBI	—	Am. str.	—	—	G. Philippis, R.N.E.	On 15th inst. at Middle of Feb.
MAUDANG	—	Brit. str.	—	—	Selmer	On 25th inst. at 10 A.M.
BOMBAY VIA SINGAPORE, & COLOMBO	SHANGHAI	Am. str.	—	—	J. B. v. Damme	On 25th inst. at 10 A.M.
BOMBAY VIA SINGAPORE, & PENANG	—	Am. str.	—	—	—	On 5th inst. at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	—	Am. str.	—	—	W. C. Pasmore	To-morrow, at 11 A.M.
BATAVIA, CHERIBON, SAMARANG, &c.	—	Am. str.	—	—	A. H. Stewart	On 5th inst. at 11 A.M.
—	—	Am. str.	—	—	A. E. Hodgins	On 7th inst. at 11 A.M.
—	—	Am. str.	—	—	P. H. Rolfe	To-morrow, at 10 A.M.
—	—	Am. str.	—	—	A. W. Outerbridge	On 4th inst. at Noon
—	—	Am. str.	—	—	H. Mainland	On 7th inst. at 4 P.M.
—	—	Am. str.	—	—	S. Crosby	On 6th inst. at 4 P.M.
—	—	Am. str.	—	—	J. Boyd	On 6th inst. at Noon
—	—	Am. str.	—	—	—	Middle of Feb.
—	—	Am. str.	—	—	—	On 7th inst.
—	—	Am. str.	—	—	—	On 13th inst. at Noon
—	—	Am. str.	—	—	—	On 4th inst. at Noon
—	—	Am. str.	—	—	—	Quick despatch
—	—	Am. str.	—	—	P. J. van Emmerick	JAYA-CHINA-JAPAN LINER

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., & SEATTLE
VIA SHANGHAI AND JAPANESE PORTS.
Steamer	Tons	Captain	To Sail on or About

<tbl_r cells="4

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	JACARDA	About 3rd Feb.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI	Noon, 4th Feb.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID	NUBIA	About 8th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NORE	About 9th Feb.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID	CANDIA	About 22nd Feb.	Freight only.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 2nd February, 1911.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	SAILINGS SUBJECT TO ALTERATION
HAIPHONG	"CHIHLI"	On 3rd Feb., 10 A.M.	
SHANGHAI	"CHENAN"	On 4th Feb., Mid-night.	
MANILA, ILOILO & CEBU	"TEAN"	On 7th Feb., 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIWAN"	On 7th Feb., 4 P.M.	
SHANGHAI	"LINAN"	On 9th Feb., 4 P.M.	DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
	"LINTAN" and S.S. "SANUL"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried throughout.

REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

MANILA CARNIVAL 21st to 28th February. Special Reduced Rate \$50 Return.

SHANGHAI LINE
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 2nd February, 1911.

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DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS CAPTAIN LEAVING.

"HAICHING" Capt. W. C. Passmore FRIDAY, 3rd Feb., at 11 A.M.

"HAIYANG" Capt. A. E. Hodgins TUESDAY, 7th Feb., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" Capt. A. H. Stewart SUNDAY, 5th Feb., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blaek Pier). For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 2nd February, 1911.

**SWEDISH EAST ASIATIC
CO., LTD.**
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA and KOBE "FEDDO" Middle of February.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 3rd January, 1911.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

SHANGHAI, KOBE & MOJI "NAMSANG" Thursday, 2nd Feb., 10 A.M.

SHANGHAI "HANGSANG" Friday, 3rd Feb., Noon.

SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Saturday, 4th Feb., Noon.

MANILA "YUENSANG" Saturday, 4th Feb., Noon.

SANDAKAN VIA JESSELTON "MAUSANG" Monday, 6th Feb., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY, 21st to 28th 1911.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporia, Two Usuan, Jesselton and Labuan.

Telephone No. 216, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 2nd February, 1911.

GENERAL MANAGER [15]

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAE" About 25th February.

For further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 2nd February 1911.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORTSAID	MIYASAKI MARU	9,000	WED'DAY, 16th Feb., at Daylight
VIA SINGAPORE, PENANG, COLOMBO, and SEUZ CANAL	KITANO MARU	9,000	WED'DAY, 17th March, at Daylight
VIA SINGAPORE, PENANG, COLOMBO, and SUEZ and PORTSAID	IYO MARU	7,000	WED'DAY, 17th March, at Daylight
VICTORIA, B.C. and SEATTLE	SADO MARU	7,000	SATURDAY, 25th Feb., from KOBE
VICTORIA, B.C. and SEATTLE	AWA MARU	7,000	TUESDAY, 28th Feb., at Noon
VICTORIA, B.C. and SEATTLE	INABA MARU	7,000	TUESDAY, 28th March, at Noon
VICTORIA, B.C. and SEATTLE	KUMANO MARU	6,000	FRIDAY, 17th Feb., at Noon
VICTORIA, B.C. and SEATTLE	YAWATA MARU	5,000	FRIDAY, 17th Mar., at Noon
VICTORIA, B.C. and SEATTLE	YAWATA MARU	7,000	THURSDAY, 2nd April, at Noon
VICTORIA, B.C. and SEATTLE	YAWATA MARU	7,000	TUESDAY, 7th April, at Noon
VICTORIA, B.C. and SEATTLE	HAKATA MARU	7,000	WED'DAY, 15th February
VICTORIA, B.C. and SEATTLE	YAWATA MARU	5,000	WED'DAY, 15th March, at Noon

SHIPS FITTED WITH NEW SYSTEM OF WIRELESS TELEGRAPHY. * CARGO ONLY. * CARRIES DECK PASSENGERS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONNAGE	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Feb. 17th, 1 P.M.
TENJO MARU	21,000	E. Bent	FRIDAY, Feb. 24th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th February, at 1 P.M.

SOUTH AMERICAN LINE.

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONNAGE	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Feb. 21st, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	WED'DAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.

THE Steamer "KIYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 21st February, at 1 P.M.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
TO NEW YORK	£ 60-0-0,
TO LONDON	£ 71-10-0,
TO MELBOURNE	£ 120-0-0, Return 6 Months
" SALINA CRUZ" or MANZANILLO	£ 125-0-0, 24

FOR SALE!

STRONG STEEL-PLATED SAFES
OF THE FAMOUS GERMAN FACTORY

"OSTERTAG WERKE."

SAFES AND CASHBOXES IN STOCK AT RATES FROM
\$22 up to \$150.

The Safes may be seen at any time in the Offices of the Sole Representative:

HUGO C. A. FROMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Arcadia*, with the English Mail of the 6th ult., left Singapore, on Saturday, the 25th January, at 6.30 p.m., and may be expected here to-day. This packet brings Parcel Mails closed in London for despatch by the all sea route on the 23rd December, and for despatch overland on the 4th instant.

The *Delta*, with the Siberian Mail, is due to arrive here to-morrow.

The *Mongolia*, with the American Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Shanghai, Kobe and Moji		
Macao		
Haiphong		
Swatow, Amoy and Foochow		
Shanghai		
Macao		
Hankow and Pakhoi		
Haiphong		
Hoihow		
Singapore, Penang and Calcutta		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)		
Europe, &c., India via TUTICORIN (Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed to-morrow at 5 p.m.		
Shanghai SIBERIAN MAIL TO EUROPE		
Swatow		
Swatow, Amoy and Tamsui		
Jessettown and Sandakan		
Swatow, Amoy and Foochow		
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dundee, Melbourne, Adelaide, Perth, and Fremantle		
Manila, Iloilo and Cebu		
Timo, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle		
Europe, &c., India via TUTICORIN (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila, Cebu and Iloilo		
Shanghai		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.)		

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to NOON Extra
Postage 10 cents.)

(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

The Parcel mail will be closed to-morrow
at 5 p.m.

Shanghai
SIBERIAN MAIL TO EUROPE

Swatow

Swatow, Amoy and Tamsui

Jessettown and Sandakan

Swatow, Amoy and Foochow

Manila, Port Darwin, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New Zealand,
Dundee, Melbourne, Adelaide, Perth,
and Fremantle

Manila, Iloilo and Cebu

Timo, Port Darwin, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New
Zealand, Dunedin, Melbourne, Adelaide,
Perth and Fremantle

Europe, &c., India via TUTICORIN
(Late Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents.)

(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

Manila, Cebu and Iloilo

Shanghai

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA & VANCOUVER (B.C.)

MONDAY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

■■■ Mails for CANTON, WUCHOW and SAMSHUI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

■■■ A mail for MACAO is despatched per s.s. *Sui An* on week-days at 7.15 a.m., on Sunday, the mail for Macao is closed at 8 a.m.

■■■ Mails for NAMTAU and SUABUE, are closed every week-day at 6 p.m.

■■■ Mails for KAMKONG and KUMCHUI, are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.

■■■ A mail for Long Island (Cheung Chow) will be despatched per steam launch *Hoi-yuen*, daily at 2.30 p.m.

* No mails are despatched to those places on Saturday evenings, unless previously notified.

Local Deliveries.—Separate boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road.

REGISTRATION—Correspondence can be registered for mails to Europe, Canada and America up to an hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by these packets will be accepted up to a quarter of an hour before the time of closing the ordinary mail. Registered mails to Shanghai, Japan, Straits, India, Manila and Australia by other than contract packets close half an hour before the ordinary mails and to the Coast Port-quarter of an hour before the ordinary mails.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

HALL'S SANITARY DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, including rich dark as well as light shades.

It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.

It is washable three weeks after being applied. It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.

It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.

The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it.

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Telegraphic Transfer 194
Bank Bills, on demand 192
Bank Bills, of 30 days' sight 192
Bank Bills, at 4 months' sight 194
Credits, at 4 months' sight 190
Documentary Bills, 4 months' sight 192

ON PARIS.—

Fant Bills, on demand 227
Credits, at 4 months' sight 231

ON GERMANY.—

Creditor 184

ON NEW YORK.—

Bank Bills, on demand 433

Credits, at 60 days' sight 443

ON BOMBAY.—

Telegraphic Transfer 1333

Bank, on demand 1334

ON CALCUTTA.—

Telegraphic Transfer 1332

Bank, on demand 1334

ON SHANGHAI.—

Bank, at sight 744

Private, 30 days' sight 756

ON YOKOHAMA.—On demand 88

ON MANILA.—On demand 88

ON SINGAPORE.—On demand 764

ON BATAVIA.—On demand 1073

ON HONGKONG.—On demand 1277 p.m.

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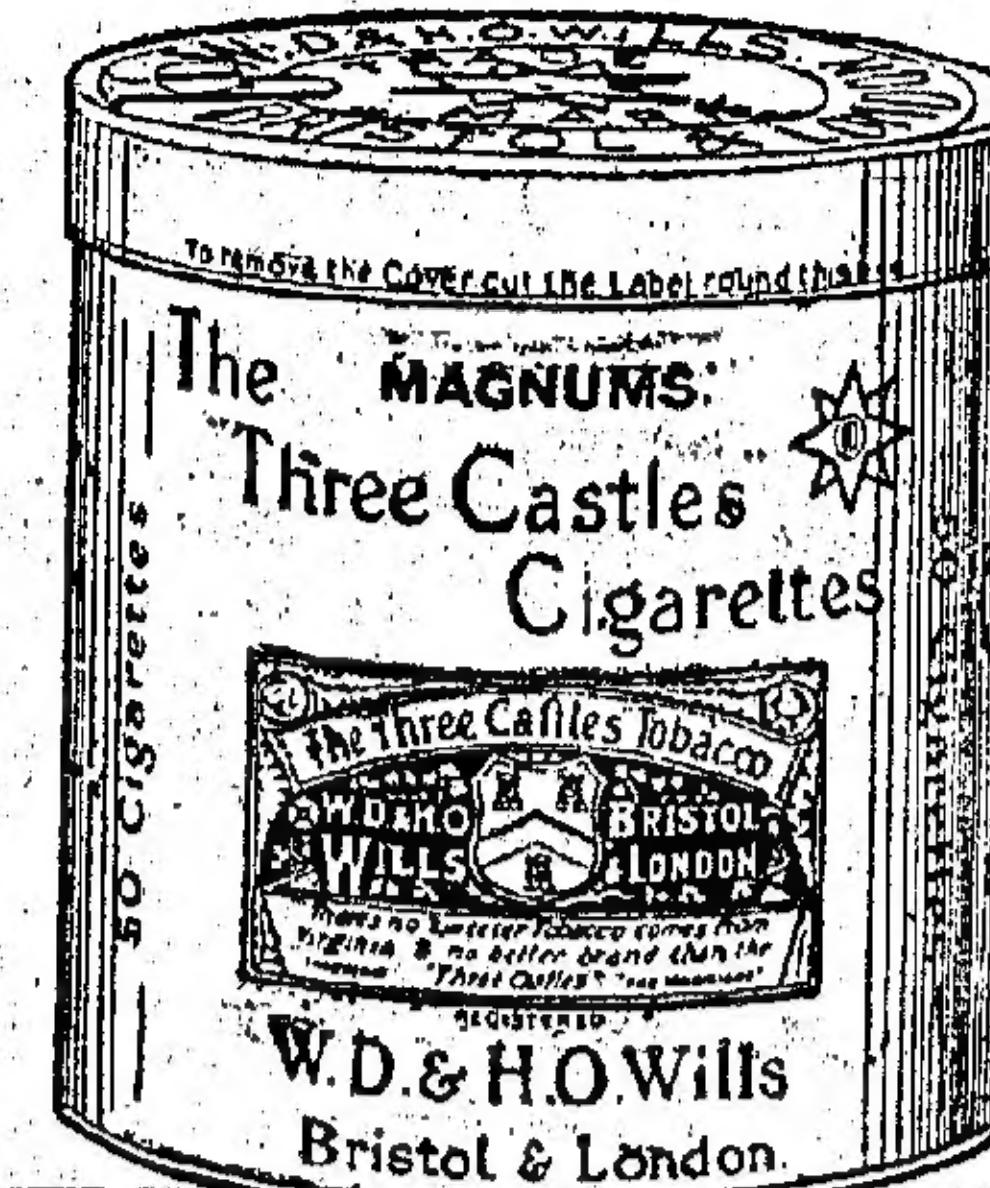
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